



US 8 EIS
Barron Bypass
Alternative Descriptions
February 20, 2003 – Public Information Meeting



Alternatives 1, 2, and 3 are shown with 600-foot wide corridors.

Alternative A -

Alternative A is a four-lane freeway with a grassed median and is a south bypass of Barron. Total length of Alternative A is 5.4 miles. The route connects to existing US 8 at County T (13th Street) and swings southeasterly to run roughly parallel and one mile south of the existing US 8. The route curves northeasterly toward existing US 8 at 16th Street and rejoins existing US 8 east of 17th Street.

Access to the freeway segment at the west and east intersections with existing US 8 would be via at-grade intersections. Access within the freeway segment would be limited to an interchange at WIS 25 South. Grade separated crossings are proposed at 15th Street and 16th Street. Cul de sacs are proposed at 14th Street and 17th Street.

Alternative B -

Alternative B is a four-lane freeway with a grassed median and is another south bypass of Barron. Total length of Alternative B is 7.9 miles. Alternative B follows the same route as Alternative A from WIS 25 east to the reconnection east of 17th Street. West of WIS 25, Alternative B extends westerly to County TT, then swings northwesterly to rejoin existing US 8 near 11th Street.

Access to the freeway segment at the west and east intersections with existing US 8 would be via at-grade intersections. Access within the freeway segment would be limited to an interchange at WIS 25 South. Grade separated crossings are proposed at County TT (12th Street, 15th Street and 16th Street. Cul de sacs are proposed at 13th Avenue, 13th Street, 14th Street and 17th Street.

Alternative C -

Alternative C is a four-lane freeway with a grassed median and is a north bypass of Barron. Total length of Alternative C is 8.6 miles. The route connects to existing US 8 just west of 12th Street, heads northeasterly to 14th Street and then runs east parallel and just north of 15th Avenue. At 16th Street, the route curves southeasterly, crosses over the Soo Line Railway, and rejoins the existing US 8 near County O.

Access to the Alternative C freeway segment is proposed on the west end via an at-grade intersection with existing US 8 just west of 12th Street and on the east end via an at-grade intersection with County W. Access within the freeway segment is limited to an interchange with WIS 25 North. Grade separated crossings are proposed at 12th Street, Gilbertson-16th Street and 14 1/2 Avenue. Cul de sacs are proposed at County T, 14 1/2 Street and 17th Street. It is proposed that County T be converted to a local road and 12th Street become County T to provide more desirable roadway alignments. Improvements to 12th Street may be needed as part of this transfer. A frontage road along the north side of the corridor between 14th Street and WIS 25 would provide local access.

Alternative D -

Alternative D is a four-lane divided urban roadway that follows the existing US 8 route through Barron. Proposed improvements under Alternative D would include a divided roadway with 30-foot raised median, designated left turn lanes and curb and gutter. The alternative would require a 120-foot wide corridor. The existing width from building face to building face in downtown Barron is about 85 feet. The total corridor length is 4.6 miles.

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Comment Sheets
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Please review the alternative maps and descriptions and write your comments. Your comments are very important and will help in the selection of a preferred alternative.

Barron Alternative A - South Bypass County T to County O

Benefits

Concerns

Other Comments

Barron Alternative B - South Bypass 11th Street to County O

Benefits

Concerns

Other Comments

(Optional) Name:

Address:

Need more information?

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Barron Alternative C - North Bypass 11th Street to County O

Benefits

Concerns

Other Comments

Barron Alternative D - Through town

Benefits

Concerns

Other Comments

(Optional) Name:

Address:

Need more information?

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